

2020 Northeast Wingless Sprint Rules

New Egypt Speedway has always maintained that Crate engines are permanently sealed from the factory and are considered to be non-repairable and non-rebuildable. In the event that any of the factory seals needs to be removed for any reason, the engine is considered to have served its life and a new one must be obtained.

THIS WILL BE STRICTLY ENFORCED

If your question is not in these rules, do not assume it is legal. Ask first!

This class "Northeast Wingless Sprint Cars" is intended to offer an affordable sprint car class utilizing a GM 602 crate motor along with a transmission and starter for convenience. To keep in the spirit of "affordability" we are asking that after your initial car purchase that you do **NOT** buy any more titanium parts for it that didn't come with the car. We realize it's difficult to buy a good used car that doesn't have titanium parts. At this time this doesn't seem to show any advantage out on the track since there is no wing and a crate motor. If at some time it's noticed that excessive use of titanium parts is believed to be creating an advantage then changes will be made.

Chassis Specifications:

1. Any commercially produced chassis that is used in modern day sprint car racing i.e.- WOO, URC, TSRS, PA 410s, etc. is permitted.
2. Roof wings and/or nose wings are **NOT** permitted.
3. Halo bars above the drivers head are highly recommended. All cars will be required to maintain the NJ State required 4 inches of clearance between the top of the seated and strapped driver's helmet and the **TOP** of the roll cage.
4. SFI certified high density roll bar padding at any point where the seated driver's head is within 2 inches of any roll bar is mandatory.
5. Five point racing harness with arm restraints are mandatory. Per NJ State law, all harnesses must be SFI certified and be in service no more than two years from the date of manufacture.
6. Aluminum or carbon fiber racing seat securely bolted to the frame in no less than six locations is mandatory. Full containment seats are highly recommended.
7. Steering wheel pad and sprint car style knee protection is mandatory.
8. All cars must have a mandatory master battery shut off switch which immediately kills all electrical functions of the race car mounted inside the cockpit, is well marked, and is easily accessible by the driver and any Speedway safety personnel.
9. All cars must have a well marked fuel shut off valve also inside the cockpit and easily accessible by the driver and any Speedway safety personnel.

Suspension and Driveline:

1. Front suspension shall be conventional straight axle sprint car type with king pins and torsion bars or coil overs.
2. Rear suspension shall be conventional sprint car torsion rear suspension or coil overs.
3. Rear axle must be standard sprint car style rear or small 305 rear. No midget or hybrid style rear ends.
4. Any transmission is allowed, as long as it utilizes an internal clutch, which is operated by the drivers hand or foot and can be put into neutral.
5. All cars must be outfitted with an on board starting system and must be able to be electric started from the driver's seat. Battery must be completely sealed or spill proof gel type.
6. Drive shaft must be encased inside an aluminum or steel tube (torque tube).
7. **ABSOLUTELY NO TITANIUM OR CARBON FIBER DRIVE LINE PARTS ARE PERMITTED.**
8. Front sway bar is optional

Brakes:

1. All cars must have a good working sprint car style braking system consisting of one rear inboard caliper with four pistons and a steel or aluminum rotor **OR** two outboard calipers with two pistons and a steel or aluminum rotor only. **NO TITANIUM OR CARBON FIBER BRAKE ROTORS ARE PERMITTED.**
2. Single front brake is mandatory. Dual front brakes are optional.

Shocks:

1. Any steel or aluminum threaded body or steel body shock absorber **WITHOUT** Schrader Valves are permitted. Shocks can **NOT** have any adjustments which are accessible by the driver while sitting in the driver's seat.

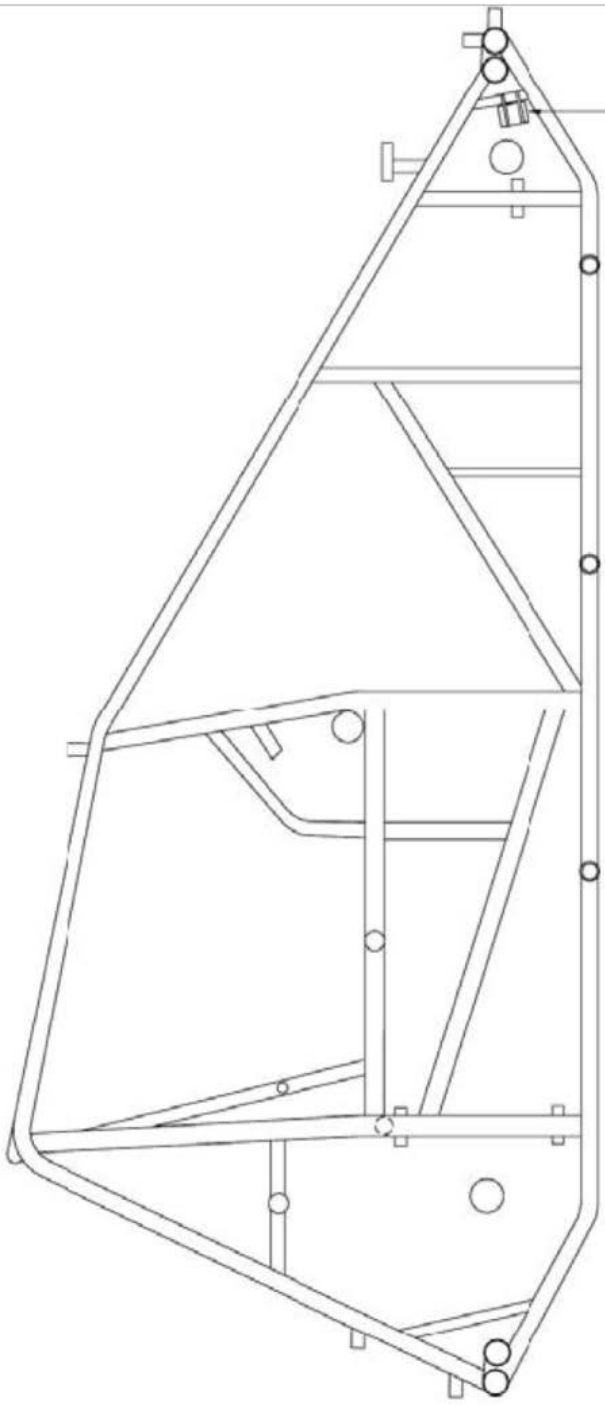
Wheels/Tires:

1. Any brand of aluminum sprint car wheels only.
2. Any used sprint car tires are permitted. Any new tires purchased must be American Racer. The left rear may be any tire of the racer's choice.

General Rules:

1. Sprint car tail tank with bladder inside and approved vented filler cap is mandatory. Fuel tank must be protected from rear impact by a welded bumper assembly securely attached to the frame in at least four places.
2. Front single rail bumper is required.
3. Side rub rails are required and can stick out no farther than the outside edge of the rear tires.
4. All cars must have an AMB TransX 260 transponder on the right side behind the front

torsion bar tubes on the vertical bracket. The fitted transponder box shall be mounted as close as possible to the ground, but not protrude below the frame rail. It is the responsibility of the competitor to ensure that the transponder is in quality working condition, fully charged and is securely mounted and is in a suitable position with brackets as outlined below.



AMB TRANSPONDER
(SEE PHOTO)

SPRINT CAR

Engine:

1. This class uses a G.M. 602 crate engine **ONLY**.
2. **THESE ENGINES ARE CONSIDERED TO BE NON-REPAIRABLE AND NON REBUILDABLE. ANY ENGINE THAT REQUIRES THE REMOVAL OF ONE OR MORE OF ANY OF THE FACTORY SEAL BOLTS (EXCEPT FOR THE OIL PAN) IS CONSIDERED TO HAVE SERVED ITS LIFETIME AND MUST BE REMOVED FROM SERVICE AND A NEW ONE OBTAINED. IT IS STRICTLY FORBIDDEN TO TAMPER WITH THE FACTORY G.M. OR NES AFTERMARKET SEALS. ANYONE CAUGHT TAMPERING WITH EITHER OF THE AFREMENTIONED SEALS IN ORDER TO GAIN ACCESS TO THE INTERNAL WORKINGS OF THE ENGINE SHALL BE STRIPPED OF ALL ACCUMULATED POINTS, HAVE HIS/HER ENGINE CONFISCATED, BE FINED \$500, AND HAVE HIS/HER NES LICENSE SUSPENDED FOR A PERIOD OF NOT LESS THAN ONE YEAR FROM THE TIME OF THE INFRACTION. NEW EGYPT SPEEDWAY RESERVES THE RIGHT TO IMPOUND ANY ENGINE AT ANY TIME FOR DYNO TESTING AND/OR TECHNICAL INSPECTION. ALL ENGINES MUST REMAIN AS DELIEVERED BY GENERAL MOTORS INCLUDING HARMONIC BALANCER, DISTRIBUTOR, VALVE COVERS, SPRINGS, ROCKER ARMS, SEALS ETC.**
3. Engines may be purchased through New Egypt Speedway. All engines must be sealed by New Egypt Speedway before competing. Anyone wishing to use the 604 oil pan or install a cam spud must be done under the direction of NES tech officials. Contact New Egypt Speedway tech officials for sealing information.
4. Any racer who wishes to visit NES with an engine that is not sealed by NES, will be given a one race grace period. After that, the engine must be inspected and sealed by NES tech officials. If a visitor finishes in the top three, the engine is subject to teardown and inspection on the spot. **ANY ENGINE THAT HAS HAD ANY ONE OF THE FACTORY SEALS REMOVED FOR ANY REASON WILL NOT BE PERMITTED. NO EXCEPTIONS.**

Ignition:

1. No ignition amplifier boxes of any kind are permitted. MSD heavy-duty distributor cap, rotor, module, and coil mounted in stock location are permitted.
2. All cars are required to use an unaltered MSD/DIRT rev limiter box part #8727CT set at 6400 RPM's. Box must be mounted on engine side of firewall. These will be checked periodically at random by tech.
3. **NO FORM OF ELECTRONIC OR MECHANICAL TRACTION CONTROL IS PERMITTED. ANYONE CAUGHT USING TRACTION CONTROL WILL BE STRIPPED OF ALL POINTS, FINED NO LESS THAN \$500, AND HAVE HIS/HER NEW EGYPT SPEEDWAY LICENSE SUSPENDED FOR NOT LESS THAN ONE YEAR.**

Fuel/Fuel System:

1. Any fuel system located in the front of the engine or drivers compartment is allowed.
2. Any Holley 650, 650HP, 650 Ultra HP, 750, 750HP, or 750 Ultra HP or a reasonable aftermarket copy thereof is permitted. All carburetors must be of the traditional double-

pumper design with mechanically operated secondaries. No vacuum secondaries are permitted. No external modifications are allowed, including modifications visible looking into the venturies and the throttle bores. Carburetors must maintain stock venturie throttle bore, and booster dimensions. Conventional Holley fuel feed locations only. No cutting and or polishing, and must remain stock appearing in all respects. Choke horn may be removed. These are the only carburetors permitted. Carburetors will be checked both visually and by the use of go-no-go gauges to check for illegal modifications. Any carburetor may as a courtesy be checked for legality by NES tech officials at any time. Contact tech officials for information. Billet metering blocks and baseplates are permitted. Main bodies and fuel bowels must remain cast. All carburetors must pass gauges to be legal.

3. Maximum one inch spacer plate is permitted. Additional ¼" plate for throttle linkage okay.
4. Conventional style round air cleaner only.
5. Alcohol/Methanol fuel only. NO additives of any type including Top Lube are permitted. All fuel will be required to pass a water and specific gravity tests as well as chemical analysis.

Cooling System:

1. Any conventional belt driven aluminum or cast iron water pump is permitted.
2. **NO** crank driven direct front drive water pumps.

Exhaust System:

1. Schoenfeld headers part #1052LV are the only permitted headers. Headers must remain as produced by the manufacturer with no modifications or alterations, Restrictors are not permitted.

Weight:

1. This car must weigh a minimum of 1575 lbs. with the driver at the completion of all qualifying races and the feature event.